

# JACKSON COUNTY SENTINEL

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\$1.50 A YEAR

## COMMISSIONER PECK OUTLINES POLICIES.

### Will Make The Department of Real Service to All.

In a message "to the farmers of the State", T. F. Peck, the new Commissioner of Agriculture, who assumed his duties last Wednesday, outlined the aims of his department as follows:

"In again assuming the duties of commissions of Agriculture, I want to thank you for the kind expressions you have voiced concerning my former work. I promise you that I will do all in my power to make the department of agriculture of real service to you.

"In taking up the work, I shall not try to undo or minimize any good work inaugurated during the time I have been away from the department, neither do I intend to infringe on the work of others agencies for better agriculture, but promise to co-operate and encourage every good movement. We want to avoid duplication and to correlate our work so that maximum efficiency can be attained.

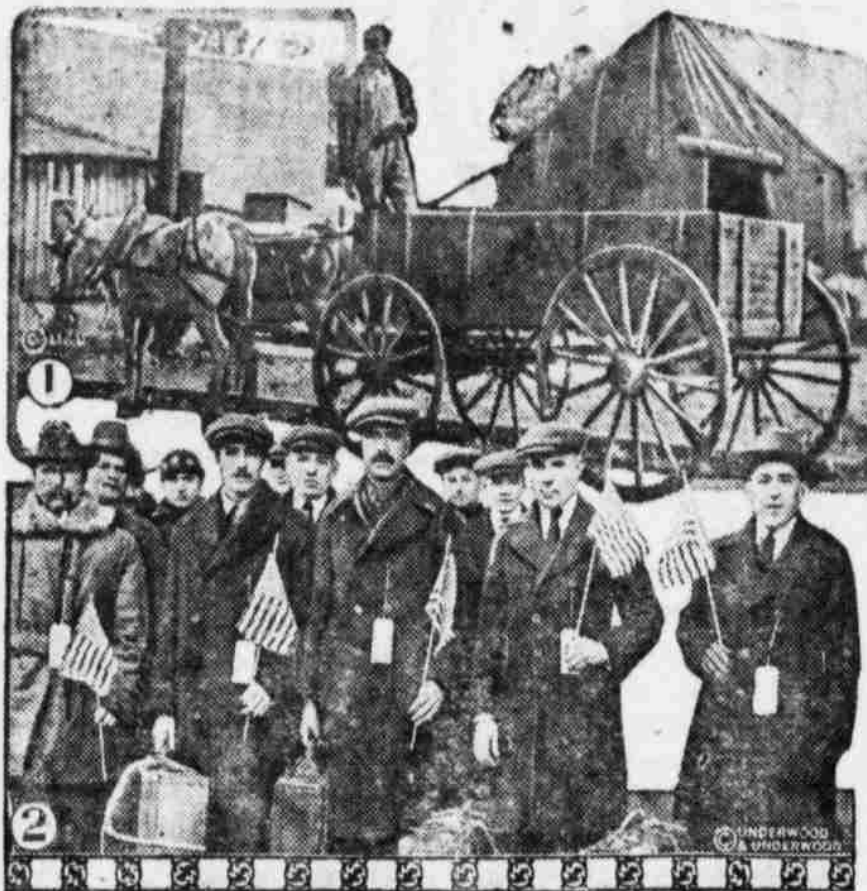
"I wanted the legislature to make provision for a market bureau but it failed to do so. However, the department will do everything possible to improve marketing conditions. Farmers generally are marketing their products at a disadvantage by selling in small quantities, indifference in grading products, want of informity of products, and lack of knowledge to market conditions. We should have community co-operative effort in both production and marketing and by such co operation we can have quantity and quality of product that will glaze us in a position to "merchandise" our products instead of dumping them on the market haphazard. If the forces working for better agricultural conditions would unite in a campaign for community co-operation in every county, then blend the community unites of a county into a county council of agriculture, also each community unit select one member whose duty it should be to keep record of the quantity of products in that community for market reporting regularly to the market agent of the county councils of agriculture, and they in turn reporting to the state marketing agent whose duty it would be to keep in touch with prices and market demands and position to supply promptly the quantity and quality desired. In this way each farmer would be assured of full market value for his product at less expense to the individual. The product would go more direct from producer to consumer and with a decided saving to both. I have outlined what I believe is the most feasible and practical plan for farmers solving their marketing problem.

"The advantages derived from community co-operative effort are not confined to the solution of our marketing problem. It

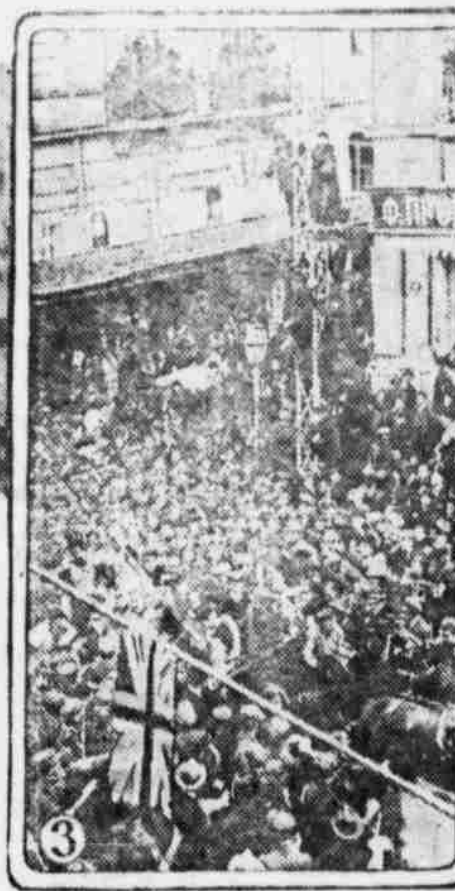
makes possible and practical the solution of our rural educational problem and the highway problem. With a feasible solution to those two problems we can hope to retain our boys and girls on the farm and induce good people to move to the country and make homes. They will readily do so when they can have assured that their children will have religious, social and educational advantages. We can materially improve conditions for the farmer if we will work out a practical comprehensive plan with all our forces uniting in putting the plan into operation. I do not see any need of new organizations, as those we have will suffice if we vitalize them; the community unites blended into a state council of agriculture. By familiarity with market demands, we can produce to meet those demands instead of overproducing some commodities and under producing in others, as we are now doing. We are having shipped into the state to supply local demands more potatoes and more cabbage and fruits than we produce; while we have soil and climatic conditions that make it possible for us to produce as good as the best anywhere, while we are in some sections not diversifying and inclining to one crop farming. The successful business merchant is successful because he knows what his trade demand and he is ready to supply that demand. Farmers should take the same business view of their production instead of keeping in old ruts.

"Every agency of the Department of Agriculture is at the command of the farmers to help them produce what the market demands and to "merchandise" their products instead of simply dumping it on the market haphazard. While we expect to try to help solve the marketing problem, we also expect to encourage soil improvement and live stock improvement. We do not expect to teach agriculture, but we do want to help and encourage farmer to make practical use of the knowledge they have. We do not all, in fact, very few of us put in practice the knowledge we have of agriculture.

"Farmers have had a trying experience during the past six years, and the last crop cultivated, when marketed did not pay for the cost of production, but nothing is gained by grieving over 'spilled milk.' We have our soils, we have our sunshine and rain, and while the situation looks gloomy, we must remember that our forefathers have weathered worse periods of depression. We have so much they did not have; more available markets, better knowledge of agriculture, better seed, better live stock, better farm machinery and we have the assurance that our products will find a market for the consumers of farm products are increasing all the time. We want to reach the consumer by more direct routes and be ready to supply them, prosperity will reward our efforts. Let us put in practice the knowledge we have to do the things we can do and we will find we can climb the ladder, round by round, while we would fall if we tried to reach the top most round at a single leap."



1—Negro farmer of El Dorado, Ark., new oil boom town, whose land, it is said, will make him a multimillionaire. 2—Leaders of a party of 37 Russians who have left Chicago for soviet Russia to join their families, which cannot be brought to America. 3—King Constantine welcomed on his return to Athens.



## GIVES REASONS FOR DEPRESSION

Rail Chief Declares Freight Charges Not the Cause of Stagnation.

### FARM PRODUCTS ARE CITED

Business Depression and Lack of Demand the Real Trouble.

Washington, D. C.—In testifying before the Senate Committee on Interstate Commerce, which is conducting an inquiry into the railroad situation, Julius Kruttschnitt, chairman of the board of the Southern Pacific company, went into great detail as to the effect of freight rates on produce shipments, foreign and domestic. The main points he made in this part of his testimony were:

First—That business depression is not the result of high freight rates.

Second—That the real cause of stagnation in produce shipments is lack of market or profiteering.

He said in part: A widespread propaganda is being carried on to arouse public sentiment against existing freight rates, whereas the fact is that even since the rates have been advanced the cost of transporting commodities is far less than the toll taken by the commission merchant and the retailer for buying and selling them.

Public Misled as to Situation People are misled and conclude that high rates have stopped the movement of a large amount of freight and that the railways would make more money if they would reduce the rates and thereby revive the traffic.

There is the strongest reason to believe that the very great reduction in traffic has been due almost entirely to general business conditions that are worldwide in their effect, and that would have come if there had been no advance in freight rates.

Prices of commodities reached their maximum in the first half of the year 1920 and thereafter fell with great rapidity in France, the United States and the United Kingdom. The fall in the United States began in May, and was rapidly on its way down grade in September, when the advanced rates took effect. Nevertheless traffic did not drop for at least four months. Slump Not Caused by Higher Rates It was a general deflation and fall

in prices from the heights to which they had been driven by war conditions that has caused a stagnation of business throughout the world.

That it is not caused by the cost of transportation is convincingly shown by the fact that stoppage of buying has caused an overabundance of ships, hence ocean tonnage rates have been recently at the lowest points in their history.

Notwithstanding these low rates, ocean traffic shows as great stagnation as rail traffic, and millions of tons of shipping here and abroad are rusting away in idleness. Many commodities would not move even if the freight charges on them were abolished entirely, because producers can find no market.

That the decline in business is not due to prohibitive freight rates is shown by the following examples:

In January of this year the total tonnage of lines west of El Paso and Ogden operated by the Southern Pacific Company fell off 41 per cent. The combined intrastate freight tonnage in Arizona and Nevada declined 50 per cent although no increase in the intrastate freight rates in those States has been as yet authorized or made effective. This decrease embraced grain, hay and livestock, as well as ores and other commodities. COTTON UNSHIPED FOR LACK OF MARKETS Of a Texas cotton crop of over four million bales, 40 per cent remains unmarketed. The average cost of rail and water shipment from producing point to Liverpool has been reduced about \$12 1/2 per 100 pounds, in the face of which about one-half million bales of cotton less than normal have been exported to Liverpool. Obviously the freight rate is not responsible for the restricted movement.

During September, October, and November, 1920, 45 per cent less rice, 50 per cent less canned salmon and 77 per cent less dried fruit were exported than during the same months of the previous year, although the reduction in ocean rates was substantially more than the increase in inland rail rates, so that the material decline in the exports of these commodities was in the face of a less aggregate cost of transportation.

The Case of the Fruit Growers The troubles of the California lemon grower have attracted much attention. He claims he is unable to ship his product because of the increased freight rates. A removal of all the recent increase of the rate on lemons would not help him. He has a rate by sea through the Panama Canal of less than half—48 per cent—of the rail rate, yet his lemons are not marketed. The average price of a cantaloupe laid down in New York in the season of 1920 was 10 cents, but in the season of 1921 it was 15 cents.

## Training School For Sunday School Workers in Session.

School Opened Wednesday Night and Will Continue Until Saturday Noon. A Large Number of Delegates From Adjoining Counties In Attendance.

The training school for Sunday-school workers of the Lebanon District is in session at the courthouse this week. Beginning Wednesday night the school will continue until Saturday afternoon.

A large number of delegates from the sixty Sunday-schools in the district arrived Wednesday afternoon and where met at the Methodist church by a reception committee and assigned to the various homes of the town. Those coming by rail were met at Double Springs by automobiles and conveyed to Gainesboro. A number of delegates came in their own automobiles.

Dr. M. N. Waldrip and Rev. J. W. Pearson of Nashville, Rev. J. F. Beasley and Rev. T. L. Noland of Lebanon, and other instructors arrived Wednesday afternoon and are giving their entire time to the work. These men are experts in their lines and have given years of study and work to the cause.

Everybody interested in the great work of the Sunday-school are cordial invited to attend each session. If you cannot attend the entire time be there as often as you can and you will be greatly benefited. Unless otherwise announced the following program will be carried out.

### PROGRAM.

WEDNESDAY NIGHT, June 15.

7:30 P. M.—Welcome Address, Harry J. Page.  
"The Sunday School Situation in the Lebanon District." Rev. T. W. Noland, Presiding Elder.

"Why the Training Conference?" Rev. J. W. Pearson  
THURSDAY, June 16.

8:30 to 9:30 A. M.—Topic: "The Place of Prayer in Teaching Religion." Rev. J. F. Beasley.

9:00 to 10:00 A. M.—Sectional Meetings.

10:00 to 11:00 A. M.—Open Conference.

11:00 to 12:00 A. M.—Lecture by Dr. M. N. Waldrip.

1:30 to 2:30 P. M.—Sectional Meetings.

7:30 to 8:00 P. M.—Open Conference.

8:00 to 9:00 P. M.—Lecture by Dr. M. N. Waldrip.

FRIDAY, June 17.

8:30 to 9:00 A. M.—Topic: "The Place of the Pastor in the Work of the Sunday School." Rev. J. F. Beasley.

9:00 to 10:00—Connectional Meetings.

10:00 to 11:00—Open Conference.

11:00 to 12:00—Lecture by Dr. M. N. Waldrip.

1:30 to 2:30 P. M.—Sectional Meetings.

7:30 to 8:00—Lecture by Dr. M. N. Waldrip.

SATURDAY, June 18.

8:00 to 9:00—Topic: "The Importance of Missionary Education in the Sunday School." Rev. J. F. Beasley.

9:00 to 10:00—Sectional Meetings.

10:00 to 11—Open Conference.

11:00 to 12:00—"The Job That Is Before Us." Rev. J. W. Pearson.

## FINE HAT MAKING A PHILIPPINE ART

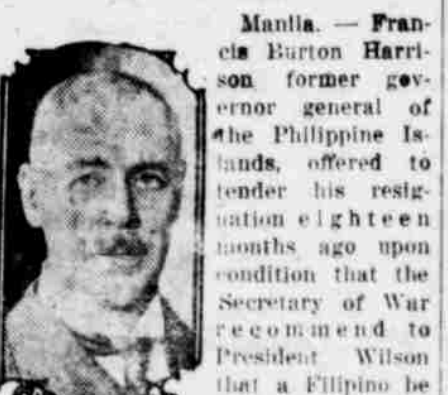


This Filipino is making a Philippine hat, which is becoming quite popular with both men and women in the United States, and is usually a source of great pride to the wearer.

### FILIPINO INDEPENDENCE, BUT NO GUARANTY

(Chicago Tribune.) We do not blame the Filipino people for wanting their complete freedom. It is the natural aspiration of mankind.

### ASKS INDEPENDENCE FOR PHILIPPINES



Francis Burton Harrison

Discussing Philippine independence, the governor general said:

"I can see in the future a very beautiful vision. When the flag of the Philippine republic shall be hoisted, when the Stars and Stripes will come floating down to the strains of 'The Star Spangled Banner'—that flag Old Glory, so rich in happy and honorable achievements, will be made doubly dear because it will mean that the United States will have kept its word to the people of the Philippine Islands."

School of Journalism in Philippines Manila.—A school of journalism, the first in the Far East, has been established at the University of the Philippines, in Manila.

Admission to the School of Journalism is limited to third and fourth year students who have shown marked ability in the use of English. The course is open to both men and women. A class of about 50 registered at the opening of the journalis-

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